

The National *Falcon* News



Kyle Hartman
Rensselaer Falls, New York
1963 Falcon "High Boy"



May 2000

The Falcon News

THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25.00 (\$30.00, payable in U.S. funds outside the United States) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113 ♦ The **Falcon News** is published monthly with information from its members. **All copy and advertising for The Falcon News should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085.** Please mark "FCA" on outside of envelope. E-mail address: WCrosby63@aol.com. No phone calls for Falcon Club business. Copy must be received by the first of the month preceding date of issue.

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James Baxter	1192 Mirror Lake Rd. Lincolnton, N.C. 28092	nccfalcon@tntie.com (5)
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North Eastern Region	Chet Wisneski	RR 1 Box 9A	Shickshinny PA 18655	717-542-4059
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South Central Region	Larry Fleeman	PO Box 746	Savannah TN 38372	901-925-9533
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Mountain Region	Ron Brown	4147 WCR 31	Ft. Lupton CO 80621	303-857-9360
Pacific Region	Al Aiello	5915 Chandler Court	Santa Rosa CA 95409	707-539-2860

COVER FALCON —

Kyle Hartman - Rensselaer Falls, New York

Kyle "Fireball" Hartman of beautiful downtown Rensselaer Falls, New York has quite a collection of cars and trucks, including 14 Falcons, mostly 1963's. He bought this convertible in Fort Lauderdale, Florida and made a "high boy" out of it in 1971, with a straight axle and roll bar. His 1963 Falcons include 4 convertibles, 1 hardtop, 1 Ranchero 260, 2 wagons, a sedan delivery and a four door sedan. He also has a 1962 Squire wagon and 1½ 1960 Rancheros, along with a 1966 sedan. He is a member of the Erie Canal Chapter and attends the Carlisle Show each year. Kyle has built a figure 8 oval track on his property and he likes to spend 15 minutes on the track getting muddy and then go to the local car shows — "It's a blast." See his daily driver on page 12.

Do you have a photo of your Falcon that you think should be on the cover of The Falcon National News? Send it to the Editor along with a paragraph or two describing the car. Please include a self addressed STAMPED envelope if you want your photo returned.

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NOTE TO ALL MEMBERS: The club will send a notice to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club.



Regularly Scheduled Chapter Meetings

Alamo Chapter
2nd Sun - monthly
(210) 494-8205
Pig Stand
1508 Broadway,
San Antonio

Blue Ridge Chapter
3rd Sun - monthly
Greer, SC
(864) 895-3039
clbsprint@aol.com

Buckeye Chapter
2nd Sat - bimonthly
(303) 825-5708

Capital City Chapter
3rd Sat - monthly 5PM
Bob's BBQ, Round Rock TX
(512) 832-0544

Carolinas Chapter
1st Mon - monthly
(704) 735-5077
Houlihan's
Univ. Shopping Ctr.

Central California Falcons
1st Tues. 7:00 PM, Rusty's
Pizza —Ming Ave. and
Ashe Rd., Bakersfield, CA,
805-588-9468

Early Falcon Car Club of Victoria, Inc.
1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter
2nd Sat - monthly
(501) 605-1370

Gateway Chapter
4th Sun - monthly
(314) 946-6047

Great Lakes Chapter
3rd Sun - bimonthly
(517) 849-7156

Hoosier Chapter
1st Sun - monthly
(317) 357-0235
Steak & Shake,
Speedway, IN 3 pm

Lone Star Chapter
3rd Sun - monthly
(903) 572-9593

Lost Coast Falcons
1st Wed. — 7PM
Round Table Pizza
Henderson Center
Eureka, CA
(707) 444-8407

Mid America Chapter
1st Fri - monthly
(660) 679-5636

Mile Hi Chapter
3rd Fri - monthly
(303) 857-9360

NE Texas Chapter
2nd Sat - monthly
(903) 759-6850

River City Chapter
2nd Tue - monthly
(916) 725-4110

Sonoma County
1st Thur - monthly
(707) 539-2860

Southeast Chapter
1st Sun - monthly
(770) 483-5249

Space City Chapter
2nd Tue - monthly
(281) 476-4688

Starting a New Chapter - If you want to explore the possibility of starting or reactivating an FCA Chapter in your area, first contact Chapter Coordinator Jan Brown, 4147 WCR 31, Ft. Lupton, CO 80621 — 303-857-9360. Please send a notice to the Editor of the Falcon News for publication in the next issue. Be sure to list your correct address and phone number so others in your area can contact you.

President's Message

In last month's message, we talked about the valuable contribution our newsletter editors make to The Falcon Club of America. This month I would like to talk about another benefit the FCA offers, the local Chapters. The FCA currently sponsors over forty local Chapters that are thriving throughout the US and Canada. Most of these Chapters have monthly get-togethers. This provides a great way to network with fellow Falcon Lovers. These chapters put on car shows, FCA regional meets and FCA National meets. They organize food and charity drives for worthy causes. They deliver all the benefits of the National Club, Fun, Friends, Family and Falcons, to the local level.

If you are active in a local chapter, I thank you for your support, if you are not active then I encourage you to get active. If you are not in a chapter, I challenge you to join one. If by chance, you don't have a chapter close by to join, think about starting one. Contact our Chapter Coordinator, Jan Brown for details.

Use the listing of new FCA members in this issue to contact new national members who live in your area. Let them know about your local chapter and invite them to join you for the next meeting.

On behalf of all the officers of the FCA, I would like to thank each and every one of you and all the local chapters for your contribution to the FCA.

It's car show season again, so let's get those old Falcons out and show everyone what a great club we have. Check the Calendar of Events closely, not only is the National Meet coming up, but there are lots of other FCA events throughout the country. The Mid America Chapter is hosting their Ninth Annual All Ford Show on May 21, The Music City Chapter is sponsoring their 3rd Annual Regional Meet May 26-27, the Northeast Chapter is sponsoring their 7th Annual Regional Meet August 18-19, and the Carolinas Chapter is sponsoring their 4th Regional Meet August 25-26.

If you have not yet made your reservations for the National Meet, please do so. This years 21st National Convention promises to be something special. The River City chapter is working hard to make this years event a time to remember.

California, here we come!

Steve and Carol

**ADDRESS CHANGING? NOT RECEIVING YOUR NEWSLETTER?
NEED TO RENEW YOUR MEMBERSHIP?**

Please address all membership concerns and questions to Ruby Throgmorton, Corresponding Secretary. Her address is on page 2 of every issue of the Falcon National News. Her email address:

RubyRTFCA@aol.com

Letters to the Editor

Editor, Falcon News
Falcon Club of America

I was fortunate to be in Charlotte, NC last year with my cousin, an FCA member, during your Falcon Club's Annual Meeting. I attended the exhibition and saw the many great Falcons.

The visit was especially enjoyable to me as I had worked in the Ford Motor Lorain (Ohio) assembly plant as a Financial Analyst after completing my Master's Degree in 1963. In early January, '63, the plant was launching (first cars) and building both Falcons and Comets at the planned rate of one per minute. Both cars came down the same assembly line and utilized approximately 75% of the same components. The engines and chassis parts were also both produced in one plant and shipped into Lorain. We were generally successful at the one/minute production rate.

During the assembly process, which consisted of four major departments (chassis, body, paint and trim), the basic models - (e.g., 2 door, 4 door, wagon, convertible, etc.) of Falcon and Comet were scheduled together on the same assembly line. A change-over on the line was a change from one model to another model (i.e. convertible to station wagon) and was generally a hectic time. Falcons and Comets both continued within the new model. In this way the workers became more proficient with the same job procedures for a specific model. Although the plant was authorized total labor hours equal to completing one car per minute, DSO (Dealer Special Order-options) generated additional authorized hours. We liked DSO's for both Falcons and Comets as they helped our labor performance ratio (it was one of my jobs to develop this data). For example, special colored headliners, convertible tops (colors), wood decal for station wagons were options we liked on both cars. Since both cars were relatively identical, we seldom had assembly problems of Falcon vs Comet - but more typically in the models (the convertible being the most challenging). Overall, these two cars were produced with relatively small scrap indicative of their simple, yet efficient design. Great cars!

The Falcon Sprint (1963½) was a car everyone liked to see scheduled. The high performance package (V-8, 260 Cu. in. engine, 3/4 speed manual) combined with bucket seat, upscale console and 2 door hardtop/convertible was a car management also "needed" to test drive.

I feel the Falcon (and Comet) really represented an exciting feeling and time in America as reflected by the very attractive and bright body colors contrasting with unique interior trim (seat, headliner, door panels) colors. Beautiful — and fun to see as a finished car.

The finished cars were literally driven off the line after final inspection and parked awaiting delivery to the dealers (who were always calling). The parking lot was an array of beautiful Falcons and Comets in all the colors of the rainbow.

I could go into greater detail, but I thought I would share with you and your members my fond memories of these cars. I can see why your Club has nationwide interest. Best regards and good luck.

Respectfully,
Deyuos C. Abbott, Jr.
Savannah, GA

To Whom It May Concern,

I have been reading with great interest the opinions of various Falcon members concerning allowing Comets into the Falcon Club of America. One of the reasons appears to be the fact that the Comet had the same chassis and a similar body style. No argument there, but then again the early Mustangs used a Falcon chassis also, I believe, so why not allow those year Mustangs in the Club also? Now I'm not recommending we do this, but it does make you wonder

where you draw the line.

I have owned my Falcon new since 1965, and have shown it since 1979, participating in well over 100 car shows. In most of those shows my car was the only Falcon, dominated by Chevy bodies and engines, and that's fine, I'm used to it. But since I have been in the Falcon Club of America and attended several regional and national Falcon car shows, I have thoroughly enjoyed a Falcon-only event. It may sound snobbish, and for that I apologize, but I like the Falcon Club of America to consist of only Falcons!

Sincerely,
James Priest #2090

Dear Wendelyn,

What do the members think of adding Comets to the Falcon Club of America? I read with interest the commentary by Bob Mannel, also a member of the Falcon Club of America. I agree with him: the 1960 through 1965 Comets share basically all components with the 1960 through 1965 Falcon. Since neither vehicle has a large following, which by the way I don't understand, the merging of the Comet with the Falcon seems to be a natural progression.

Unlike the Falcon, which used the same basic body until the 1970½ stripped Torino model, the same cannot be said for the Comet. The Lincoln Mercury Division of the Ford Motor Company has used the same vehicle name on many different body styles over the years. The Comet from '60 through '65 shares most parts with the Falcon. The '66 through '68 Comets shared their parts with the Fairlane, and the '71 through '77 Comets shared their parts with the Maverick. Mercury did the same thing with the Cougar nameplate. If the Falcon Club of America limits the Comets to those that are similar to the Falcon, I believe it is a good idea to add them to the Club. I also believe that the Ranchero from '60 through '66 should also be added. I know they are by default, but I believe the Ranchero should also be added to the Mission Statement.

The Mission Statement for the Falcon Club of America could be revised to read: The Falcon, Comet, and Ranchero Club of America, Inc. is a nonprofit organization dedicated to preserving the Falcon automobile produced from 1960 to 1970, the Comet automobile produced from 1960 to 1965, and the Ranchero produced from 1960 to 1966. I believe this change will benefit all and make the current national club stronger than ever.

Sincerely,
Tony Spataro

Dear Wendelyn,

I am writing regarding including Mercury Comets into our Club. I have been a member of the National and Southeast Chapter for about six months, and I have enjoyed being a part of the Club. My car is a '65 Falcon Ranchero Deluxe.

I do not have an objection to including '60-65 Comets into the Club, since the cars have so many similarities. Both are Ford Motor Company products, based on the same chassis, and used the same basic body. I think the Comets are close enough to Falcons to include them. Perhaps if we include them now this could help to establish and organize a separate Comet Club in the future. This would be supporting the hobby that all of us enjoy — preserving classic cars for everyone. Our Club can contribute by including these cars, as well as their owners, as members.

Sincerely, Doug Burns #08630, Dacula GA

Letters to the Editor

Dear Editor Crosby,

I would like to add my comments to the question of whether Comets should be equal members of the FCA. The Comet was built on the same platform as the Falcon from the start, through the year 1965. The Falcon and Comet through 1965 shared the same basic body structure and mechanicals. The same problems that one has, the other suffers with as well. The mechanical parts from one, in most cases, will be the same as the other.

I think that we should include Comets in the Club, as they will be a good addition to the Club and make meets more interesting. They have more in common with each other than differences. I may be in favor of taking Comets into the Club as I am the owner of a 1965 Comet Caliente convertible. The Comet looks right at home sitting in my Dad's garage between my '64 Ranchero and '60 Falcon.

I find no reason why Comets should not be welcomed in our Club as well as the International Mercury Owners Club. One thing, though, for sure, is the Comet has more in common with the Falcon than any Mercury, other than name.

Fordially Yours,
Ben Edsel Niemon, Barneveld NY

P.S. We also have a couple of Edsels.

Dear Wendy:

In August I will have 20 years as a member of the FCA. I have had many Falcons and Comets, and find they are very similar with many parts fitting both models. However, I feel the Falcon Club of America was dedicated to preserving the FALCON automobile built by Ford Motor Company.

Anyone with or without a Falcon can join our Club, and I encourage that. I do not encourage the Falcon Club to change its format to become the Falcon/Comet Club of America.

Sincerely,
Thomas Massarelli #400.

Editor:

Being an enthusiast and owner of several older Mustangs and Falcons, I would like to share some information that may save you some money and keep you from buying parts that you are not able to use. When you live a long distance from a person who advertises an item to be in excellent condition, and promises it to be that, then it should be. But when it arrives and is in fair condition, then that person should take it back. I may be too trusting of people, but when you live 1000 miles from where the parts are, you might let your guard down and trust more than normal. This suggestion is based on a transaction from the state of Kentucky to the state of Florida.

The definitions below are in my opinion what should be expected:

NEW: never used or worn

EXCELLENT: being of the highest or finest quality

GOOD: better than average, usable without repair

FAIR: moderately good, but may require repair

POOR: needing repair, possible core only.

I really look forward to and enjoy the newsletters every month and am I am sending my renewal along with this letter.

Sincerely,
Roger Spegal #7809, Kentucky

Send your Letter to the Editor to the address on page 2.

Hi Fellow Falcon Buff:

Just received my son Dave's Falcon National News, March 2000 issue. I had no idea that he had been a member, much less that there was such a GREAT CLUB as yours!

Sad to relate, Dave died December 1 of a high thyroid condition which we only discovered after he was injured in a car accident in October. His condition was terminal. Needless to say, we miss him so!

I bought a 1961 4dr Falcon back in 1966 from my neighbor who had it parked on the street with brake fluid leaking out badly in need of TLC. He said \$300 would take it. I immediately paid him and pushed it 2 doors to my house. Had it ever since and given it lots of TLC. Then, in July of last year, Dave had an accident; an Army 18 wheeler wiped out his 1956 Studebaker truck while he was waiting to make a left turn. I gave Dave the Falcon to drive while he settled with the Army insurance. He must have joined your Club then, and he had a ton of Falcon Magazine issues all about Falcons. I never dreamed there was this much interest in this car. Now I know.

Dave never got to realize his dream of restoring the "Green Hornet", he only had it 4 months before his accident in October, which hospitalized him until his passing away.

I now have the "Green Hornet" again, all licensed and insured, and am bewildered as to what to do with it. I hate to give it up to just anybody; it has so much "personality" and everyone knows me when I drive it. I had another car when I gave the Falcon to Dave, and together with my RV tow car, a 1975 International Travelall, I now have 3 cars. My dear wife no longer drives and I'm fast approaching being an Octogenarian (that's spelled 80 years old), so any sage information you could give me as to its disposition would be appreciated. It does need some body work, cancer at the bottom of both front doors, could use a paint job, and gas gauge doesn't work (could swap out the tank sending unit for 50 bucks). And the seat covers I had custom made back in 1975 are pretty well weathered. We keep a throw blanket over the back seat back to hide the one or two areas that have split several inches.

Dave was a manager for a car parts store, and through his contacts I replaced the ole 144 cu.in engine with a new overhauled 170 cu.in. engine, and it now has around 40K miles. I also overhauled the tranny, automatic, at the same time, and swapped out the rear end too with a station wagon one. I'm a retired FAA aircraft maintenance supervisor with 60-plus years in air craft maintenance, so I know my way around an engine and related parts. I have religiously changed oil every 1000 miles in the new 170 engine, and it purrs like a kitten. Have all the maintenance records too, just like an aircraft log book! That's why I just hate to part with it to the first guy with bucks in his hand. My current thinking is to keep it, spend some cash to get it in better appearance, ie a Maaco paint job, seat covers from Pep Boys and replace the gas tank sending unit. Then, if some person comes along that has dreams of further restoration, like Dave had, and is a Falcon Lover, then I'd give him a good deal. How does that sound? After all, the CA license is cheap, insurance is also cheap, and I drive the Crown Victoria that I got when I gave Dave the Falcon when I need to go by freeway. The Falcon is definitely not the car to take on a freeway and drive at 65 MPH+ with all the freaks in their SUV's and rack'n-pinion steering sports cars zipping in and out changing lanes at 75 MPH!

I've rattled on and on, too much I'm afraid, about the "Green Hornet", so I'll sign off now.

THANX for all your dedicated work as Newsletter Editor.
Drive SAFE in your FALCON.

Ralph

Ralph, since you are a member now, you may place a classified ad in the Falcon News so the "Green Hornet" will go to a good home. See page 14 in this issue for guidelines. — Ed.

WELCOME to New Members of the Falcon Club of America!

We have had numerous requests to print the names of new FCA members, as local chapters use the list as a recruiting tool to inform new national members of the chapter in their area. This listing includes new members from October 1999 - February 2000. Please send corrections to Ruby Throgmorton at the address on p. 2.

OCTOBER 1999

09420
David W Prey
11934 Inglewood Ave
Hawthorne, CA 90250

09421
Edwin R Thompson
210 SE 19th St
Pendleton, OR 97801

09422
Fred D Tomei
37956 N New York Ave
Waukegan, IL 60078

09423
Marion Anderson
1022-B Brixton Ct
Sterling, VA 20164

09424
Mark A Chambers
9018 Odessa Ave
North Hills, CA 91343=411

09425
Paul H Molzon
I Hill Rd
Lincroft, NJ 07738

09426
Ronald L Johnson
23624 Lansing Ln
Middleton, ID 83644-5651

09427
James Parrillo
23 Dinton, St
Belleville, NJ 07109—2413

09428
Brandon West
5897 Melita Rd
Santa Rosa, CA 95409

09429
Alex Tomasoff
555 Pierce St Apt 636
Albany, CA 94706

09430
Jess Bonagoeski
519 Maria Dr
Petaluma, CA 94954

09431
Douglas N Laurice
970 Aura Wy
Los Altos, CA 94024-5607

09432
Cindi L Taylor
1730 "T" St #1
Sacramento, CA 95814

09433
Glen O Moyer
3211 Kentwood
Spring, TX 77380

09434
Raymond E Steelman
P O Box 398, 23 Craig St
Lynchburg, TN 37352

09435
Tony J Hacko
356 Pritchard Farm Rd
East St Paul, Mb R2E OBR
Canada

09436
Gene A Haliburton
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Eustace, TX 75124

09437
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2844 Molly St
Riverside, CA 92507

09438
Charles W Lawson
P O Box 397
Waldport, OR 97394

09439
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12150 Oyster Rd
Alliance, OH 44601

09440
Ron Mixori
5305 N Harrah Rd
Harrah, OK 73045

09441
Leslie F Baldwin
4889 Rt 125
Campbell, NY 14821

09442
Joyce L Montgomery
531 E Tuckey Ln
Phoenix, AZ 85012

09443
Paul C Towe
11379 Virgil St
Redford, MI 48239

09444
E.D. "Butch" Privette, Jr
3350 Poplar Tent Rd
Concord, NC 28027

09445
Richard F DeCiero
P O Box 97
Hudson, MA 01749

09446
F. P. Miller
2286 Mora Dr #10
Mountain View, CA 94040

09447
George R Walls
203 E Madison St
Malta, IL 60150

09448
Thomas E Ervin
200 Parkway Ave
Trenton, NJ 08618

09449
Colleen Johnson
17284 Fairway Dr
LaGrange, OH 44050

09450
Addison R Teters
1284 Temple Hills
Laguna Beach, CA 92651

09451
Chad Barnett
424 Wainwright St
Waveland, MS 39576

09452
Bruni Pelletier
6312 Coidwater Canyon #4
Valley Glen, CA 91606

09453
Brian M Grogan
6000 Randolph Blvd. #701
San Antonio, TX 78233

09454
Leon A Torgerson
P O Box 301
Vernonia, OR 97064

09455
Harold Anderson
1561 S Shady Ter
Invermess, FL 34450

09456
Randy L McCrystal
325 Palos Verdes Blvd. #2
Redondo Beach, CA 90277

09457
Cliff Blank
6607 Main Rd
Stafford, NY 14143-9554

09458
Frederick L Logan
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Brooms Island, MD 20615

09459
Max Giovannini
8401 Deer View Ln
San Antonio, TX 78255

09460
Robert J Palcak
1206 Butler St
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09461
Matthew Feyrer
1409 Sky View Cr Apt #11
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09462
Rick J Savastano
15 Shirley Terr
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09463
Theryn J Blauser Sr
744 Westminsterhill Rd
Fitchburg, MA 01420

09464
Jack Jensen
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09467
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318 NW 14th St Apt A
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09468
Paul Finley III
38926 Carolside Ave
Palmdale, CA 93550

09469
George Senko
3929 Castro Valley Blvd
Castro Valley, CA 94546

09470
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W Covina, CA 91792

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59 Hines Ave Box 142
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09475
Daniel O Brousseau
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09477
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Greenfield, MN 55357

09478
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09479
Paul A Hanson
76 Blue Hill Dr
Warwick, RI 02886

09480
David Hubbard
251 Amelia Dr
Fort Mill, SC 29715

09481
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6422 Presidio
Scottsdale, AZ 85254

NOVEMBER 1999

09482
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09483
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09484
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Hernando, MS 39632

09485
James M Newcom
807 Coulter
Sherwood, AR 72120

09486
Bob L Morris
20 Country Wood
Cabot, AR 72023

09487
Richard Freeland
7008 Looper Ave
Bakersfield, CA 93308

09488
Verner L Schmidt
3835 Los Padres Rd
Santa Maria, CA 93455

09489
Jack D Colburn
24000 W Fawn Rd
Stacy, MN 55079

09490
John H Pratt
27 Long Horizon Rd
Bethlehem, CT 06751

09491
Scott Metzgar
6282 Woodland Ct
Battle Creek, MI 4 9014

09492
Gus Pitcher
914 Co. Rt 57
Phoenix, NY 13135

09493
David J Stochi
357 Bolero Dr
Danville, CA 94526

09494
Gene S Souther
289 Wildwood Rd
Lowell, In 46356

09495
Andrew McLaughlin
256 Buckingham Dr
Indianapolis, IN 46208

09496
Kaitlin Wright
15506 Four Leaf Dr
Houston, TX 77084

09497
Girard, Peter
115 Baltic Hanover
Baltic, CT 06330

09498
Jason E Maasch
4305 Clifford Rd
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09499
Karen Hansen
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Chapter News

From the Heart of Texas Newsletter

If you have received your latest Auto Krafte's catalog, check out the beautiful red 1964 Sprint hardtop on the cover. The proud owners are none other than Heart of Texas Chapter members, Judy and Robby Sutton.

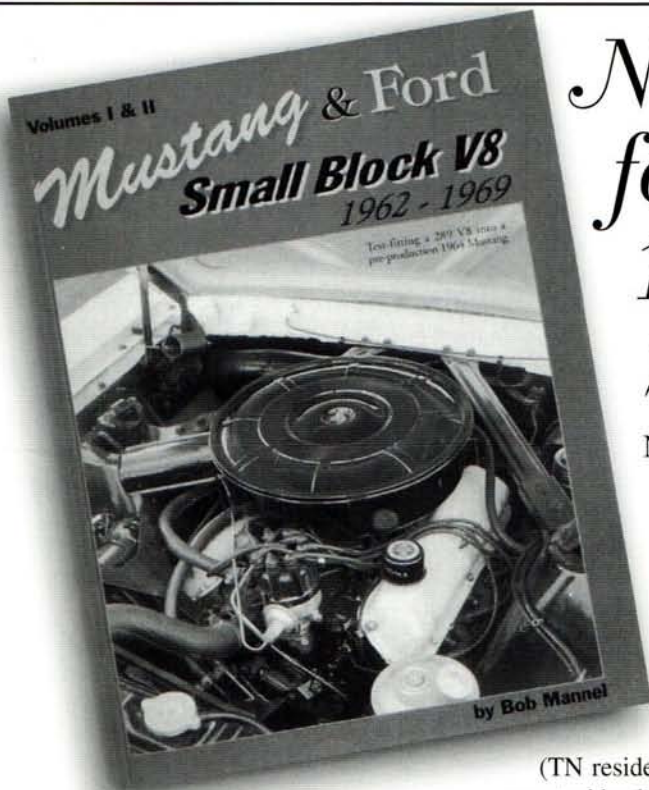
Also from the Heart of Texas Chapter: FCA members Mark Sword and Bill Alstrin had their Falcons featured on an episode of *My Classic Car*. They did a feature on Mark's 1970½ Falcon and also shot Bill Alstrin's two 1963 hardtops (see one of them on page 8). The episode was on Fun Ford Weekend in Dallas.

Wheat State and Mid America Planning Event

The Wheat State Chapter and the Mid America Chapter are planning a get-together this summer. The Wheat State Chapter is based in Wichita, Kansas and the Mid America Chapter is in Kansas City. They are looking forward to a late summer picnic in Kansas City, to alternate yearly with an event on Wheat State home turf in Wichita. Mid America Chapter members also look forward to welcoming members from the Wheat State and Gateway Chapters for their Ninth Annual All Ford Show on May 21. See Calendar of Events for details.

Southeast Chapter Promotes FCA with Brochure

The Southeast Chapter (Georgia) has developed a three-fold brochure introducing prospective members to the Southeast Chapter and the Falcon Club of America. The brochure is included with the chapter newsletter and contains a membership application. They also have made it easy for new chapter members to join the FCA at the same time. The brochure is simple, informative and a great recruiting tool for the chapter. Other chapters with newsletters may want to consider this format: it is easy to hand out at car shows, to fellow Falconers on the street or to send to new national members in their area. See New Member listing beginning on page 6.



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When Resto-modding Your Falcon, Don't Overlook the Comets!

by Bob Mannel

Back a couple of decades, I had the chance to talk with John Onken, a Fairlane Planner with Ford Motor Company during the early 1960s. Our conversation centered on the Fairlane, but also included the 1962-63 Mercury Meteor. Now, you might wonder what this could possibly have to do with Falcons. As it turns out, the answer is, plenty. The Mercury Meteor was not received well by the public. In 1962, the first year for the intermediate, 4.3 Fairlanes were sold for every 1 Meteor. This dropped to 1 Meteor for every 6.8 Fairlanes in 1963. Meanwhile, Comets were doing pretty well against the Falcon. Mercury was selling 1 for every 2.1 Falcons in 1963.

When the decision was made to drop the Meteor in 1964, Mercury was left without an intermediate. Therefore, according to John Onken, Ford made some concessions to allow Mercury to really push Comet sales in hopes of making up for the loss of the Meteor. Unfortunately, one concession was holding down the performance of the Falcon. Mercury launched full bore on promoting the 1964 Comet as a durable, performance-oriented mid-size car. That was a bit of a stretch (pun intended) as the Comet was on a compact Falcon chassis with 5 inches added behind the rear wheels. Since the trunk floor was the fuel tank, that extra 5 inches added 4 more gallons of fuel capacity.

The first five Comets were pulled from production and stuffed with 1963 Fairlane 289 HiPo motors under the watchful eye of Andy Hotton of Dearborn Steel Tubing. Then four of those five Comets completed 100,000 miles at over 100 mph on the high-banked Daytona International Speedway. Mercury made much of the success of these record-breaking Comets and that success showed up where Mercury wanted it to—in sales. Mercury was able to sell 1 Comet for every 1.7 Falcons, due, in no small part, to the strong performance image and 289 4V option.

Even down in the 260 2V category, Comets were equipped with Ford's brand new three-speed Cruisomatic, while the Falcon retained the less exciting two-speed Fordomatic.

Things did not improve much in 1965. With Comets available with a 289 2V, premium-fueled 289 4V, and the 289 HiPo, Mercury was now selling 1 Comet for every 1.4 Falcons.

All that changed the next year when the Comet became a true intermediate and competed head-to-head with the Fairlane—both cars were available with 390 4Vs. Comet styling was nothing to brag about, and Mercury's ratio dropped to 1 Comet for every 2 Fairlanes in 1966 and then 1 for every 3 in 1967. Comet's favoritism was fading into history.

But there is a strong legacy for Falcon owners proceeding along the resto-mod route. All those goodies from Comets are direct bolt-ins to make a zesty Falcon!

Here are just some of the possibilities:

- Substitute a 260 C4 for the 260 Fordomatic
- Exchange a 289 4V for a 260 2V
- Illuminate the column C4 dial
- Install an intermittent wiper system

In addition, Comets more frequently had power steering, air conditioning and power brakes. These will easily bolt into the Falcon.

Of course, Comets are not the only place to find parts to support Falcons. Careful selections from Fairlanes, Galaxies and Mustangs can supplement parts from Comets.

In that light, the rest of this article will discuss the issue of replacing the 1964 Falcon 260 Fordomatic with a C4. Naturally you can use a 1964 Comet 260 automatic, all of which came with C4s, but that is not necessarily the best choice. Or you can even use a 1965 Falcon 289 C4, but not without some changes. I'll explain why in a moment.

The parts needed for the C4 conversion are:

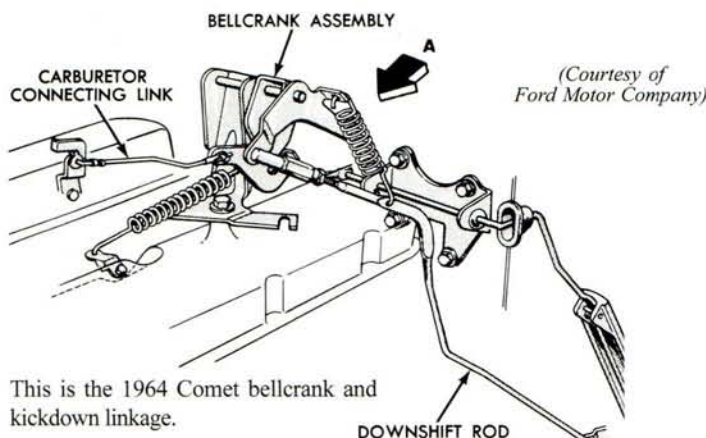
- Suitable C4 with converter
- Oil cooler lines
- Driveshaft yoke
- Throttle linkage and kickdown
- Backup light/neutral switch wiring harness
- Selector linkage

The first item will be covered last since it is more involved. The others can be covered more quickly.

Oil cooler lines must come from a C4 because the hook-up locations at the transmission differ between the Fordomatic and C4. But there is an additional consideration. The Falcon tunnel space is very limited. Therefore, the best cooler lines are those from a 1964-65 Comet, 1965 Falcon, or 1964-66 Mustang. These lines used a 90 degree elbow at the rear fitting (only at the rear). All others used a straight fitting with the cooler line bent 90 degrees (like all front fittings and lines). Using the 90 degree fitting keeps the rear line tight against the C4. It's a small thing, but if you are looking for oil cooler lines from junk cars you might as well search for cars with the oil cooler lines that Ford would have used had Ford installed a C4 in a 1964 Falcon. And if you can't or don't want to search for them, you can order them new from most Mustang vendors.

All Fordomatics used 25-spline output shafts. All C4s used 28-spline shafts which were larger in diameter, hence stronger. When swapping in the C4 you will need to change the yoke on the driveshaft. The correct one is C3AZ-4841-D and was used on a great variety of cars. Any 1964-65 Comet/Mustang or 1965 Falcon automatic will have the right yoke. You can also use one from a 1964-65 Fairlane with C4.

The kickdown design was incorporated into the throttle linkage bellcrank, so when switching automatics you have to swap out the old bellcrank. All 1964 V8 Comets with



This is the 1964 Comet bellcrank and kickdown linkage.

automatics will have the linkage you need. So will 1965 Falcons and Comets with automatics. Take the bellcrank,



This is the Falcon 260 V8 bellcrank for the Fordomatic. It must be replaced.



The Falcon/Comet C4 bellcrank.



This is the correct kickdown lever needed at the C4. It is installed so that the "INSIDE" stamping faces outboard, but is on the closer section to the C4.

equipped). Plug the C4 harness into the same connectors on the main harness where you removed the Fordomatic connectors. If you do not have back-up lights, then the C4 back-up light part of the harness will remain unconnected.

The Fordomatic used a bellcrank link mounted on the

kickdown rod, and spring. If the C4 is still in the car, get the little linkage attached at the transmission. Most yards will let you take this as it does not affect the C4. Remove one nut and off it comes. The Ford part number of this small link is C4AZ-7A394-A. It was used on 1964 Galaxies with 223 6-cylinders or 289 V8s with floor selectors (XLs), as well as 1964½ Mustangs with 260 or 289 V8s.

Fordomatics used a back-up/neutral switch that mounted on the steering column. The C4 used a switch mounted on the transmission. In addition to the switch, you'll need the wiring harness that runs through the firewall and into the underdash area. The harness has an integral grommet for passing through the firewall (requiring about a 1½" hole). Under the dash, you can remove the short Fordomatic neutral switch harness (and the back-up light harness, if so

Fordomatic converter housing between the steering column and the transmission. In other words, the column tube operated a rod which rotated the bellcrank, which, in turn, pushed and pulled a rod to the Fordomatic's manual control lever. The 1964 Comet did not use this system. It used the same system as the 1965 Falcon/Comet.

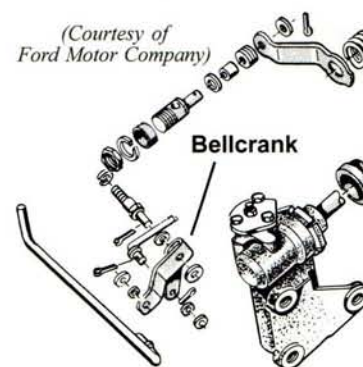
This system used a rod directly from the column tube to the C4 manual control lever. Fortunately, the steering column lower lever (the one attached to the rod going to the C4) was the same between 1964 Falcon Fordomatic and Comet/Falcon with C4. However, there were differences at the collars at the top of the steering column.

First, the upper collar (the one with the dial, which Ford called "steering column tube flange & pin assembly") had a pattern plate insert (which Ford called the "transmission control selector position insert") specific to the transmission type. When swapping automatics, this insert must be changed, because the C4's pattern was modified to account for P-R-N-D2-D1-L rather than the 260 Fordomatic's P-R-N-D-L.

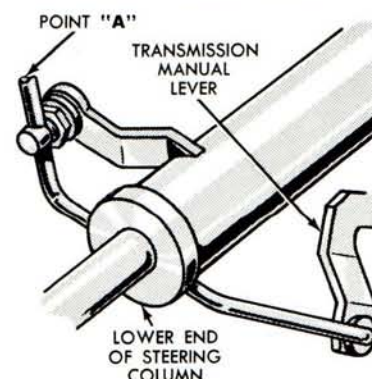
The cone-shaped collar (the one with the shift lever, which Ford called the "transmission control selector lower socket extension") was also revised. The stops between Low and Reverse were expanded slightly.

However, the stops were part of the casting and easily mashed. As a result, most Fordomatic collars have already been mashed sufficiently to allow the C4's larger arc.

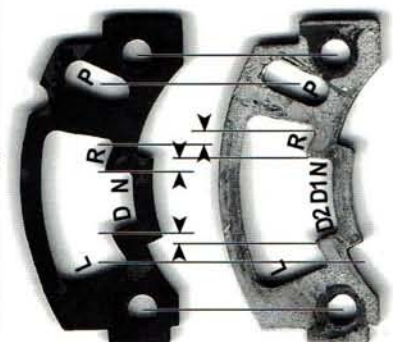
There is an issue between 1964 and 1965 components, and again why it is often best to get all the components from the same car. Ford's master parts catalog shows a change for 1965 in all three components—upper collar, insert, and cone-shaped collar. I can't tell you specifically what the changes were, but I can say that I have seen inserts that are



Fordomatic shift linkage



C4 Comet shift linkage



1964 Fordomatic

1964 C4

Trans control selector position inserts. Note the differences in the patterns.

This is **Kyle Hartman's** daily driver, a 1957 Nascar dirtcruiser convertible from the convertible racing circuit in the 1950's. He also has a collection of at least nine 1956 Ford trucks. See his 1963 Falcon "High Boy" on the cover.



Wendy Myers of New Windsor, New York sent this photo of herself and her 1964 Ranchero. She drives it everyday and writes "I love everything about it!"



Art Dammers of the Northeast Chapter writes that "I had a wonderful time at the Charlotte FCA Convention last year. The Carolinas Chapter is to be commended for a job well done. There is always one car that you remember, in this case it was **Bill Alstrin's** modified 1963 Sprint hardtop from the Heart of Texas Chapter." Art sent this snapshot of Bill's blue Sprint, the red one is for sale. See classifieds.



Christmas in May! **Ronnie Crawford** of the Mile Hi Chapter sent this holiday greeting along with the message, "Santa got a new sleigh..."



Falcon

FAMILY FOTOS

Dave Warren of Coldchester, Connecticut has owned his 1963 Futura two door sedan for 18 years. He purchased it from his son-in-law in 1982 as an original trade-in at his dealership. When he first got the Falcon, he also had a 1967 Mustang, which he was planning to restore, and had both cars parked in the woods behind his house. "Kids got the Mustang and destroyed it. They never touched the Falcon," so he decided to restore it instead. He did some mild pinstriping on the exterior, otherwise the car is stock in appearance.

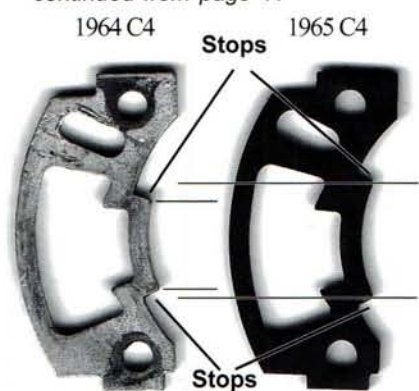
When he bought the Falcon, it was all original with 100,000 miles and one owner. The 170 6 cylinder was "shot" so he put in a 250 6 with original 2 speed transmission. The body was not rusted, although for his restoration, he replaced the rear quarter panels and one front fender. He added rack and pinion steering and posi rear end. It is now modified condition with Peral White paint, Mustang 302 HiPo and a four speed transmission. He has put over 125,000 miles on it as a daily driver. He likes the Falcon for its economy and ease of maintenance. Dave is a member of the Northeast Chapter.



Ann Dempsey lives in Lino Lakes, Minnesota and writes that she

enjoys reading the Falcon News. She is 19 years old and her 1966 Falcon's name is Cooney. Ann bought her in 1997 and right away she got new tires and rims (although she still has the old tires and rims.) Then she had Cooney painted. The engine is a straight six with "three on the tree." Almost everything is original, except the clutch, pressure plate, swaybars, front end and brakes." Ann reports that "she runs like new and gets a lot of looks."





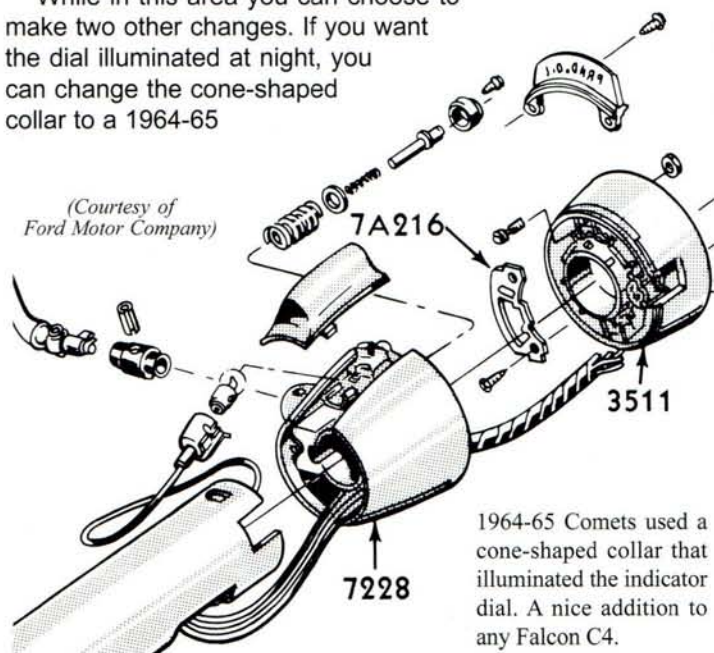
These inserts are from Fairlanes, but show where to look for changes in stop positions.

slightly larger, and ones with revised stops. These stops were designed to work with stops on the cone-shaped collar, so the two must be kept together as a set. And since the insert was attached to the upper collar, the insert had to match the mounting configuration. Hence, it is best to keep all

three components together as a set.

One further note on the collars. If you must replace the cone-shaped collar due to damage at the shift lever hole (a common problem), you can use one from a Fairlane. However, the upper collar (the one with the insert) must come from a Falcon or Comet because the Fairlane collar has a greater thickness.

While in this area you can choose to make two other changes. If you want the dial illuminated at night, you can change the cone-shaped collar to a 1964-65



Comet configuration. And if you prefer the P-R-N-D2-D1-L rather than the green dot type, you can borrow that from the Comets, too.

Now, which of the C4 automatics can you use? Obviously, a 1964 Comet 260 C4 is a direct bolt-in. However, that is not necessarily your best choice. There are four things to keep in mind.

- C4 design
- Converter housing
- Manual selector shaft
- Kickdown lever

The C4 first appeared in 1964. As is often the case with first year introductions, the C4 was going through revisions

immediately after its introduction. As a result, the best C4 is not the 1964 version, but the 1965 version. Larger width intermediate band, higher capacity forward clutch, deeper fluid pan, revised one-way race, and control valve changes make the 1965 C4 beefier and quieter (in low gear). The 1966 C4 is another good choice. By 1967, Ford had changed from a dual-range drive (D2-D1-L) to a select-shift drive (D-2-1). If this control valve is used without making changes to the column shift, the tendency will be to shift into second rather than drive, so you might want to avoid these C4s.

When the C4 was introduced, all Ford small block V8s were 5-bolt (five 3/8"-bolts held the converter housing to the engine). However, the engines changed to 6-bolt (six 7/16"-bolts held the converter housing to the engine) for 1965 production. Therefore, 1965-66 C4s must have their converter housing replaced with a 1964 converter housing for retro-fitting to 5-bolt engines, and this is quite easy to do. But, don't go to the Mustang vendors for these converter housings and pay premium 1964½ Mustang prices. Get them from 1964 Comets, Fairlanes, and Galaxies with C4s at dirt cheap prices.

When using a C4 from a car other than a 1964-65 Comet, or 1965 Falcon, you must have the proper manual control and kickdown levers. The manual control lever can come from any 1964-66 Comet, 1965-66 Falcon, and 1965-66 Fairlane. Changing the manual control lever requires the C4 pan and control valve to be removed, so it is a messy job.

The kickdown lever is more unique. It can be found on only 1964-65 Comet V8s, 1965 Falcon V8s, 1964 Galaxies with 223 6-cylinder, 1964½ Mustang V8s, and 1965 Galaxie XLs (floor shift) with 289. Fortunately, these levers can be easily removed by taking off just one nut.

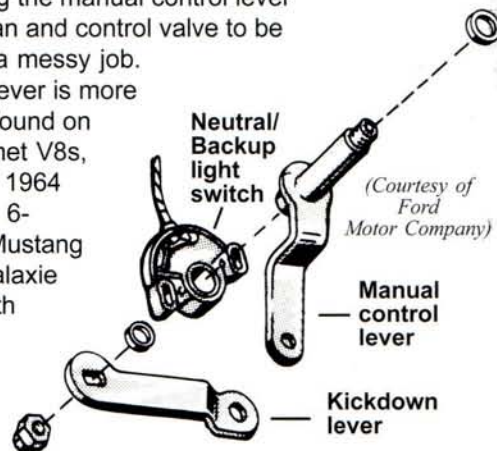
As you can see, the swap from

Fordomatic to

C4 can have its pitfalls. The easiest way is to find a 1965 Falcon parts car and a 1964 converter housing. But, if that car is not available, you can still make the swap using a selection of parts from other cars, particularly 1964-65 Comets

C4 Tag	Engine	Year	Application
PCW-D, Y	260	64	Comet
PCW-E, Z	289	64	Comet
PCW-AA	289	65	Falcon/Comet

The above chart lists the original C4 tags used on 1964-65 Comets and Falcons. The 1964 C4 has the proper converter housing to mate with the 260, but the 1965 C4 has the better internal design.



Disregard the shop manual and Ford master parts catalog illustrations depicting manual control levers and kickdown levers. The ones shown above are the correct ones for a Falcon C4.

1957-1979

Ranchero



1960-1970

Falcon



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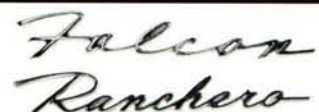
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			23.70



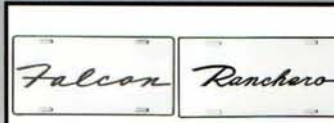
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All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. ABSOLUTELY NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS! If you have Internet access, please e-mail ads to WCrosby63@aol.com. Ads must be received by the first of the month for the following month's issue. The FCA reserves the right to refuse advertising from any person or business.

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FALCONS FOR SALE

1963 Falcon Sprint Convertible. 302 engine, 2-450 Holley carb, T-10 4spd with 3.25 gears, too much to list. Daily driver, \$10,000 OBO. Ron Nolan 318-343-2189 LA

1963 Falcon 2dr hardtop, 170 engine, auto trans, factory air, new tires, brakes, shocks. \$4,500 excellent condition. Ron Nolan 318-343-2189 LA

Bill Alstrin's 1963½ Sprint HT is for sale. Electric current red with black interior, HiPo V8, T-10 4 spd., 3.50 posi, all new or NOS parts inside & out. Texas car, never any rust. 2 time national FCA class winner. zSee pictures in national convention newsletter issues. This car is \$15,000, but if you want to turn heads, win shows, and have a blast driving, get the best at half of the restoration cost. 972-228-6638 days, 972-223-8823 eve. before 9 PM CDT.

1964 Ranchero, new paint, 302 V-8, Holley 4bbl, Edelbrock F4b intake, Ford Motorsport aluminum valve covers, C-4 automatic on the floor, 5 American Racing wheels w/locks, TONEAU cover, Tachometer and gauges, Air shocks, -integral tow hitch. Many extras - New carpet kit, new kick plates, new scuff plates, original Ford 4 bbl carb., radiator turnsignals, taillight lenses, -gas cap, cab and bed chrome trim. Very pretty little truck. Must sell, -running out of room. Pictures available upon request. Price reduced to \$5,500.OBO. Dan Porter, 972-724-1568 (Dallas, Tx.) cdaniel2@gte.net

1964½ Falcon Sprint — new 260 motor, new Fordomatic tranny, new loop pile carpet. Excellent paint, new steering parts,

good rubber. Stored in shop, driven little. \$8500. Contact Jerry. 915-695-9721 or jersan_c@msn.com. Abilene, Texas.

1965 Falcon Futura Conv. red w/black top and interior, new brakes, tires, front grille, dash plastic, engine rebilt. Excellent mechanical shape, needs paint and body work. Doors are starting to pinch at tops. \$3500. Doug Yoder 7200 Wells Road Plain City Ohio 43064. 614-873-3619. Email: dyoder@sarcom.com

1965 Falcon Futura convertible 200 6cyl auto, completely restored. Car needs someone to drive it; it's tired of sitting in basement covered up. It was out of basement one time in '98 and never in '99. \$10,000. Also 1941 Plymouth 1/2 ton truck, good engine & cab, back fenders need repair. \$1,000. Bud Stapleton 1924 Apache Way, Jefferson City TN 37760, home 865-475-7117, work M-F 205-290-7295

1965 Falcon window Van Deluxe Club Wagon with 240 cu. in engine and 3 speed transmission. Body showing rust on lower panels. Frame and floor appear to be okay. Needs restoration. Asking \$1050 Canadian / \$ 725.00 U.S./ OBO. Lloyd Marshment, Sarnia, Ontario 519-542-3684

1965 Ranchero, rare 66H, 289, auto, ps, new Vintage air, under dash AM/FM cassette, 90K miles, tropical frost turquoise with white insert and roof, black interior. National trophies. \$8,500 OBO, can deliver to Sacramento National. Will accept driver Ranchero or '60 - '62 coupe as partial trade. Ray Roberts, Lakewood, CO. 303-986-8932

1966 Ranchero, due to health problems. Completely restored to show condition including 289 engine and C4 transmission. Finished in original Ford beautiful emgergeo paint. New tires including spare. Wins trophies on regular basis including one National. Picture in the November '99 Falcon News, 2 pages of "Seeing Red". \$18,000 invested, asking \$15,000 or reasonable offer. Merle Baughton, 214 S 1st St, Oskaloosa IA 52577, 515-673-7782

1966 Falcon 6cyl auto, 4dr light blue, not driveable \$40. W. Kostelny, 204 N. Wille St, Mt. Prospect IL 60056.

2 '61 Sport Futura's	\$300 & \$600
'61 Deluxe 2 Dr Wagon	\$600
'63 Deluxe 2 Dr Wagon	\$300
'63 Sport Futura Conv. 170 Auto	\$3,900
'64 Futura H/T 6 Auto	\$600
'64 Futura H/T V-8 Auto	\$500
'65 Futura H/T 6 Auto	\$1,000
'65 Furtura H/T 289 Auto	\$1,000
'65 Sedan Delivery 302 Auto	\$2,000
'66 Ranchero 289 Auto	\$1,200
'65 4 dr Futura Wagon 6 Auto	\$500

Don Branson, 4097 Hwy T, Marthasville, MO 63357-2019, 314-228-4501 or jbranson@mail.win.org

Fords for sale in Golden, Colorado: 1960 Falcon 4dr auto (original, runs & drives) \$995.; 1961 Falcon wagon 4dr 3spd (original, runs & drives) \$995.; 1962 Falcon Deluxe 4dr wagons (2, run & drive) \$550 & \$750.; 1963 Galaxy wagon (perfect front clip, for parts, complete) \$595.; 1963 Falcon Ranchero V8 4spd (very fast, a little rust) \$1995.; 1963 Falcon Ranchero V8 auto (runs & drives, near rust free) \$1995. 1963 Falcon Sport Convertible 6-AT (very good condition, estate sale car) \$5995. 1964 Falcon Futura 2dr HT, 6cyl, 4spd, rust free \$4995.; 1965 Comet Caliente 2dr

HT (no motor/trans) \$495.; 1966 Fairlane Squire Wagon 390, AT, PS, PB, very good \$2995. Call Tom, Kent, or Joe at 303-279-4202 in Golden CO. We sell and buy Falcons and parts regularly, inventory changes weekly. abotk@uswest.net.

VISIT THE FALCON RANCH DURING THE NATIONALS: Project cars: 1965 Squire wagon, \$1000, 1963 convertible w/ buckets \$1500, 1962 2dr wagon, \$700, 1964 Futura 2dr ht \$1200, 1965 Convertible \$6000, 1962 Ranchero \$2,500, 1964 HT DONE, \$12,000, 1962 4dr \$600 and more coming in. Call or write for details, Brian Lukas 510-525-9226, Dr4Falcons@aol.com

FALCONS WANTED

1960-61 Falcon, automatic & completely restored, driver to show quality. Zona Maya, 7208 Spring Fair Ct Apt B, Alexandria VA 22315, 703-922-1992.

Wanted: 1963 Futura Sprint convertible, red, 1 or 2 condition. Gerald Pietz, 320 Chapman Rd, Mankato MN 56001. H 507-387-4265, W 800-228-8583.

Wanted: 63 or 64 Falcon Sprint Hardtop V-8 - 4 speed, restored or restorable - not a rust bucket. Howard 515-964-3625 IA. e-mail: gerit1@aol.com

Wanted: 1966-69 Falcon Station Wagon-Straight Body 6cyl or v-8 Auto Average Condition must be in N.J., N.Y., or P.A. Area for Pick up. Prefer an unrestored original car in need of restoration. It does not have to be running. Sal Cosenza, Germansville, Pa. Phone: 610-760 9790. Email: Huntershill@rocketmail.com.

Wanted 1963-1965 Sedan Delivery. Must be VG condition, modified fine, looking to trade rebuilt 85 El Camino Choo Choo..\$11,000. in brand name parts..or partial trade/cash Bob Carter, 2523 Plateau Dr., Spfld., IL 217-789-7659 or rcarter@family-net.net

1963 Sprint or Futura hardtop, V8, 4spd, clean, rust free, driver. Tibor Ellinger, 216-631-1925 after 5pm EST. OH.

PARTS FOR SALE

VISIT THE FALCON FARM BEFORE AND AFTER THE NATIONALS. JULY 11 and 17. Unheard of deals on sheet metal, glass, motors, 1/4s. It will be a blow out call or write for price list. See the metal at www.Dr4falcons.com, "used body parts" Plus there is more!!! Only one hour from the show. Brian Lukas, 510-525-9226, Dr4Falcons@aol.com

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Four Craiger SS 14*6 with two 195*70 two 215*70 firestone radials both brand new \$400 with tires \$500 with tires, five crome GT wheels 14*6 with center cap and trim rings \$450 John Sardo 182 East Johnson Ave. Bergenfield NJ 07621. 201-385-2648

NOS Fender Driver Side for 1967 Falcon, and other Falcon parts \$350. OBO Charles Vesely, 365 Cont. Est. Wahoo, NE 68066. 402-443-4968 or 402-580-0864. E-mail: duke_of_hazzard@hotmail.com

Fordomatic 2-speed rebuilding kits with gaskets, o-rings, lip seals, clutches (bronze frictions & steels), sealing rings, front and rear seal, \$110. up. Specify engine size and year. Bands \$45. each, adjustable modulator \$12. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, P. O. Box 245-FC, Needham Hgts., MA 02494-0245. 781-449-2065 evenings. autotran2@aol.com

Ford 9" posi for sale, 4.10 gears, 43" spring to spring, 58.25" drum to drum. Perfect fit in Falcons and Mustangs. New bearings and brakes. \$500. Bill Alstrin. 972-228-6638 days, 972-223-8823 eve. before 9 PM CDT.

Late 64 and 65 power steering. Completely rebuilt with tie rods, center link, power cyclinder, hoses & brackets. Everything except pump. \$950. 64/65 front drum brake set for V-8, complete with new drums and hardware. \$150. Complete rear drum brake set for V-8. \$100.00. 289 hypo exhaust manifold, reproduction. Will fit Mustang and Fairlane. \$200. 65 289 engine and C-4 transmission complete except for distributor. \$250. Larry Schuman, Marlton, NJ. 856-751-3971 or e-mail acc@snip.net

Brand new GT-40P heads \$350/pair. Brand new GT-40 aluminum heads \$1,100/pair. Keith Litteken #07588, 4085 Bowen St, St Louis MO 63116, 7-10pm 314-351-1789, email kslitteken@aol.com.

Outside mirror round with bird \$100/pair, V8 arm and bushing \$175, 6cyl muffler \$65, bumper jack \$150, Foxcraft skirts with scuff plates \$250, convertible top switch \$45, deck ornament \$225, 6cyl exhaust manifold \$185, back up lamp kit with wire kit \$110, many more, some used. Frank Stewart, 440-282-6277 OH

1964-65 Falcon parts 2 dr ht, 64 Grill & headlight rims like new \$275, Hood \$75, two fiberglass front fenders new \$75 each, left & right doors no rust exl cond \$75 each, deck lid \$75, glass for doors rearquarter windows & rear glass \$300 for all, 4sp top loader fresh \$550, Many other parts inside and out. John Sardo 182 East Johnson Ave Bergenfield NJ 07621 201-385-2648

Large 20 year collection of good used parts for 60 thru 68.

Hoods	\$75 to \$100
Doors	\$50 to \$75
Chrome moldings	\$5 to \$25
Torino Hood w/air scoops fits 70 1/2	\$75
Many body and chassis parts too numerous to mention. Don Branson, 4097 Hwy T, Marthasville, MO 63357-2019. 314-228-4501or jbranson@mail.win.org	

PARTS WANTED

Rear quarter bullets for 1961 Falcon Sports Futura. 3 on each side. Bill Hinton, pager 919-563-3111 NC.

Classified Ads

Steering wheel, horn ring, rear seat and driver's side rocker panel molding for 1966 Falcon Futura sports coupe 2dr. Rocker panel molding from a 4dr will also fit. Christine Tomczak, 520-289-5010 Winslow AZ.

I need a 4 speed Dagenham transmission in good working order, no vibration, for 6 cylinder. Kip Adgate Acton, MA 617-382-2872 (day), or e-mail adgate.kp@mellon.com

Standard armrests for 64 4dr sedan/ 63 4dr wagon. Light or medium blue. Clean and good condition. Gordon Rose, Greenbelt, MD. 301-982-3422. dine007@prodigy.net.

Wanted for 1961 Falcon, 1 or 2 outside rear view mirrors, underdash AC unit (entire unit or at least underdash part), brackets etc to mount compressor to a 170cc engine. Zona Maya, 7208 Spring Fair Ct Apt B, Alexandria VA 22315, 703-922-1992.

Input shaft front bearing cover for Dagenham 4spd transmission. Gerald Gasser, 73 Roselawn Ave, Fairport NY 14450.

1960 Falcon wagon parts in excellent condition, used or NOS. Right lower door hinge, tailgate emblem CODB-5943500-A, rear bumper, left front fender, shop manuals and parts book. Keith Litteken, 4085 Bowen St, St Louis MO 63116, 7-10pm 314-351-1789, email kslitteken@aol.com.

Driver's side armrest for 1963 four door sedan. Tan/brown color. Good condition please. Jim 913-685-1079. KC area.

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C3DZ-6342084-B 1963-65 Falcon 2 dr hardtop rear window rubber seal. \$67.50

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CALENDAR OF EVENTS

- May 6-7 **All Ford-Mercury Swap Meet.** rain or shine. Also on Sunday May 7th there will be an all Ford-Mercury-Lincoln car show with a rain date of the following Sat May 13th. This will be a judged show with 36 classes. Show will be held in Willimantic Connecticut at the Willimantic Elks, 198 Pleasant St. Willimantic CT 06330. For more info, please call Jhon Segar at 860-456-2797 or Pete at 860-822-6539. The car show will be held in memory of Danny Peiffer whom owned Falcons and Comets and was also known as "The Comet Kid."
- May 6-7 **Fun Ford Weekend** - Car show, hosted by Space City Chapter FCA, Drag Races, Vendors and Swap Meet. Houston Raceway Park, Baytown, Texas. For information call Jim Priest, 281 920-0145.
- May 21 **Ninth Annual ALL FORD DAY Auto Show and Swap Meet** hosted by The Mid America Chapter of the Falcon Club of America. This event will be held at Metcalf South Shopping Center, Overland Park, Kansas. We expect all years and makes of Ford cars from adjoining Midwestern states as well as heavy attendance from the metropolitan Kansas City area. Information: Rick Dilks, 913-557-2899 or Phil Warren, 913-592-3571
- May 26-27  **The Music City Chapter Third Annual Regional Meet** in Nashville, TN at the Fiddlers Inn Hotel on Music Valley Drive (next to the new Opry-Mills Mall). The show is also to open to other Ford products through 1979. Falcons and Comets welcome. Call the hotel for reservations at 615-885-1440. For further information, call Bob Ferguson at 931-455-6448 to register or drop him a line at ferg@edge.net.
- July 12-15 **21st Annual Falcon National Convention** hosted by the River City Chapter and Sonoma County Falcons for Fun at the Radisson Hotel in Sacramento, CA. Use the registration form in this issue.
- August 18-19 **7th Annual Northeast Regional Meet,** Cromwell, CT. This year's location will be the Radisson Hotel and Conference Center in Cromwell, CT located in the center of the beautiful state of Connecticut. Use the registration form on the jacket of this issue. For information call Ray Chevalier at 401-934-2105 or email raysfalcon@msn.com or visit our web site at www.bestweb.net/~heuy/nefalcon.html
- August 20 **Second Annual Turkeyville Car Show** sponsored by the Great Lakes Chapter in Turkeyville, USA. This year there will lots of games for the kids as well as door prizes and awards. More information will be available after the June 11 meeting in Jonesville, Michigan. Information: Gary Northrup—616-468-8523.
- August 25-26 **Carolina Chapter's Fourth Regional Meet,** Charlotte, NC. This event will be held at the Holiday Inn Woodlawn, the site of the 20th National Convention. Please note that the date has changed due to a conflict with an area Mustang All-Ford Show that the chapter wants to support. For information, call Tim Cleary, 704-847-7510.
- September 10 **2nd Annual Ford Family Celebration.** All Ford, Mercury & Lincoln Car Show and Swap Meet. Held in conjunction with the Effingham Transportation Celebration. Village Square Mall, South Route 45, Effingham, Illinois. Largest All Ford Car Show in Down State Illinois. 40+ classes 1st – 3rd trophies, 6 foot best of show trophy, special plaques and prizes. Don't miss it. Free swap spaces. For more information see our web site at www.fordclub.com or call Kip Johnson at 217-347-5009.
- September 10 **Fun Ford Sunday** in Milpitas, California, 10 -3 at Great Mall of the Bay Area (formerly a Ford plant). Sponsored by the Nor-Cal Ford Car Club Council. Exhibitor fee: \$15. Information: Sally Meacham 925-684-3505 or <http://www.clubs.hemmings.com/norcalfordcouncil/>
- September 16 **McCrocklin Ford's Anniversary All FORD Car Show,** Middletown, Indiana. Over 35 FORD-only classes. Many clubs have already reserved space for Mini-Meets, including the Fairlane Club of America, the Vintage Thunderbird Club of Indiana, and the International Maverick/Comet Club. Registration: 9:00am-1:00pm, Participant Voting: 1:00pm-2:00pm, Awards: 3:00pm. All Indiana Times. Entry Fee \$10. Information, contact Jeff McCrocklin at McCrocklin Ford: 800-354-2261. For more information and a map, check out: www.mccrocklinford.com

When sending your Calendar of Event items to the Editor, please include location — city and state — as well as phone numbers for further information.

Please send information and photos directly to the Editor at the address on page 2 for inclusion in the Calendar of Events.

More New Members —

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New Members —

Welcome to the Falcon Club of America. If you are looking for a local chapter in your area, see the April issue for Chapters by Region. Local Chapters, try contacting any new members from this list that are in your area and invite them to your next meeting.

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California, Here We Come...



This must be the place! These photos from the 1999 Pacific Regional Meet will give you a taste of the National Convention, to be held at the Radisson in Sacramento on July 12-15. The Convention is being hosted by the River City Chapter with help from the Sonoma County Falcons for Fun. Use the registration form in this issue to sign up now to enjoy a great Falcon show, the first ever held on the West Coast. We're looking for lots of never-before-seen Falcons to attend! Next month's combined June/July issue will be packed with more information about the 21st National Convention.

